

2 August 1971
1045H 1000 yds off stbd quarter
CV

BERGMAN, Daniel (n) ENS. USN VA-175

VA-175 USS F D Roosevelt, CVG-17, CCD-2 CAL

St 673.5 593.5 101.5 93.4 02 4 45

PREVIOUS ACCIDENT RECORD

INJURIES TO PILOT

NAME & RANK OF OTHER PERSONNEL

INJ.

AD-4 #123897

DAMAGE A B C D E

Strike

GEN. NATURE

CAUSE ANALYSIS

CLASSIFICATION OF ACCIDENT CAUSES

PP-Undet

Test & Type Instrument

Unl 12 040 23 No

WEATHER AT TIME OF ACCIDENT

CONTACT INSTRUMENT

Level flight-landing pattern 10° 75° 60K

ACCIDENT - Pilot took off from Roosevelt in combination carburetor test & type instrument training flight, at approx 0820R. After a normal squadron rendezvous pilot detached from flight with a wingman for purpose of testing a newly installed carburetor. During approx 20 min of testing, plane was climbed to 10,000' alt & dived back to low altitude. Various power settings were used with mixture control in "rich" & "Normal" position. All operations were completely satis so remainder of flight was devoted to type instrument training at cruising power settings. At approx 1015 squadron rendezvoused over ship to await landing. After orbiting until approx 1050 at low cruise power settings, flight leader requested a fuel state check from other members of flight. Average report was approx 300 gallons. However all planes except Bergman's had taken off with 150 gals of external fuel. Bergman did not hear radio transmission requesting fuel check & when his section leader requested a check visually, Bergman held up 3 fingers. Section leader interpreted this to mean 300 gals & reported this fact to flight leader. Almost immed after this check Bergman's plane was observed dropping out of formation. At this time formation was approx 3 to 5 miles astern of carrier at 3500'. Bergman's section leader followed him but was unable to contact him by radio. He was observed to lose altitude rapidly as he turned toward ship & into wind. At 200' he lowered landing flaps & tail hook, opened canopy & executed a smooth ditching approx 1000 yds on stbd quarter of ship. Bergman

TALLY

AIRCRAFT ACCIDENT CARD

OPNAV FORM 376-1 REV. 2-51

GENERAL NATURE OF ACCIDENT

PRIMARY-BOTTOM ROW

SECONDARY-BOTTOM ROW

cleared cockpit of plane in a few seconds & was picked up by rescue copter within 2 min & returned to ship. Section leader observing ditching estimated that a/c sank in approx 10-15 seconds.

ANALYSIS - No apparent personnel errors were uncovered during investigation of x-dent that are considered a contributory cause. Failure of plyable baffling in fuel cell is considered a probable cause. In plane now under investigation, 2 of 3 baffles were found to be loosened from their fittings to extent of 50% of lacings. This loosening was accomplished by chafing through of connecting lacing at various points & failure of several of eyelets in baffle thru which lacing is reaved. Since Erection & Maintenance Manual for AD-4 A/C has no indication of baffles being installed in AD-4 main fuel cell, only part number available is that of cell itself, which is RB2-DG-825883-12. Name stamped on cell is that of Firestone Rubber Co of Calif. A RUDM is being submitted on this failure. #41-51.

CONC & REC - Following conclusions were reached by Board: 1. Probable cause of x-dent was complete separation of baffle from wall of fuel cell & subsequent blanking off of fuel outlet to engine by baffle. This is further substantiated by pilots report that fuel pressure did not drop to "zero" but indicated 9 psi at time engine cut out. 2. Second possible cause was fuel exhaustion. However in view of results of investigation of fuel quantity gages in other squadron a/c, & normal fuel consumption of AD-4 it is felt that this was not cause of x-dent. It is recommended that: 1. Erection & Maintenance Manual for AD a/c be revised to show presence of baffles within fuel cell & also manner in which they are attached to wall of cell. 2. Fuel cell be inspected at first 240 hour check & every 120 hour check thereafter. This can be accomplished by removing fuel cell outlet fitting located on bottom of cell. 3. Manuf redesign fuel cell baffle system so that it will last service life of a/c.

CO - Nine other a/c of this command were found with defective fuel cell baffling. These fuel cells are being replaced at earliest practicable date.